

Of all the probable results of the labors of the Commission about to sit at Washington there is perhaps none that concerns this Colony more than the establishment of reciprocal commercial relations between the American Republic and the British American Empire. That a Reciprocity Treaty will be among the fruits of the Commission, if fruit it bears, can hardly be questioned. Amongst the chief objects of the Commission, from an American point of view, are the privilege of fishing in Canadian waters, and of using the Canadian canal system essential to the navigation of the River St Lawrence. Of a certainty Canada will not hold lightly nor will she surrender loosely privileges of the enormous advantage of which she is fully conscious. In other words, she has no notion of permitting the subjects of the United States, equally with her own subjects, to enjoy the right of engaging in her inshore fisheries or to use her magnificent and costly canal system without a quid pro quo. If the United States wants these she must be willing to concede equivalent advantages to Canada. Nor is there the slightest reason to apprehend that the Imperial Government will venture to use these privileges as a set off to so-called Alabama or any other claims, real or imaginary, buter away so valuable a Canadian birthright for a mess of American pottage. Admitted Canada will exact, and very properly so too, equivalent advantages in exchange for these, what has the United States to give? She cannot compensate Canada in kind, for we have no desire to fish in her waters or to use her canals. Even her half-mile of Sault Ste. Marie Canal, about which she made so much fuss last year, Canada will be independent of, having determined to construct a very much better one of her own. It is perfectly clear, then, that Canada must receive a quid pro quo, and that she must have it in some other form than codfish and canals. The only reasonable conclusion is that a reciprocity treaty will be negotiated which will provide for the free interchange of the natural productions of the two countries, and that it will be so balanced as to compensate Canada for any exceptional marine concessions she may make. To the Pacific Province such a treaty would possess very great importance. Its influence upon the development of our enormous coal stores would, indeed, be incalculable. At present our own high rate of living and the American duty have virtually suspended our coal workings, and thrown one of the largest and most important communities in the Colony into a most deplorable condition. Remove our own suicidal tax upon bread, and remove the American tax upon our coal, and we should see this most important productive industry recover from its present sickly, dying condition, and assume unprecedented prosperity upon a greatly enlarged basis. But it is not alone in respect of coal that such a treaty would beneficially affect British Columbia. In the products of sea and forest our interests are rapidly expanding, and in respect of these it is scarcely less necessary that we should have an open market in the United States. In truth, it would be difficult to over-estimate the full measure of good which could not fail to accrue to this Colony from the establishment of reciprocal commercial relations which would throw open the markets of the neighboring States to the free admission of the natural productions of water, forest, field and mine; and we shall, therefore, watch with the utmost solicitude the proceedings of the Joint High Commission at Washington.

The Hat Creek Meeting—Explanation.

VICTORIA, 14th Feb, 1871.
MY DEAR SIR:—As one of those who took part at a public meeting held at the Hat Creek House I consider it my duty to state that we were called upon to pass our opinions upon question that affected us closely, (your proposed monopoly) without being furnished by you with any correct data or particulars concerning the scheme. The stand we took was calculated to check hasty legislation. It is probable that had full light been thrown on the question our action would most likely have been very different. The bill in its amended state stands in a far less objectionable light. I may also add that the meeting had been called for the purpose of considering the question of road tolls.
Yours very truly,
W. H. KAY.

F. J. Barnard Esq.

FOR SALE.
THE GOOD WILL AND FIXTURES
of an old established BAKERY doing a good business
Apply at The Colonist office.

NOTICE.
TENDERS FOR THE CARRIAGE OF
A Mail once a week between Victoria and Metehoon
and back, are hereby called for, to be sent in to the
Postmaster on or before 12 o'clock noon on Saturday the
25th inst. The service to commence first day of March.
The lowest or any tender not necessarily accepted.
By Command, H. WOOTTON,
Postmaster.

HOME-MADE
-AND-
WELL-MADE
SHIRTS &
UNDERCLOTHING
Suitable for Miners, or any other man!
-AT-
J. W. Jeffries,
YATES STREET,
1414 3rd & 4th.

New Advertisements.

AUCTION
Real Estate

SALE OF IMPROVED CITY & OTHER PROPERTY.

LUMLEY FRANKLIN

Is instructed to sell on

Friday, Feb'y 17th 1871.

At his Salesroom, Yates Street,

AT 12 O'CLOCK, M.

ALFRED STREET—Lots 23 & 24 near

Cook street. ALSO

STONE STREET PR PERTY—Lot South-

east corner of Chatham and Stone St,

45x60 feet, part of lot 486

Lot adjoining 25x60 feet

Lot adjoining, same size

Lot adjoining, do

ALSO

GOVERNMENT STREET—Lot 7 next to

corner Broughton Street, 23x78 feet

together with the Buildings there on.

ALSO

HOMESTEADS—House and Lot, Fis-

guard Street, between Government and

Store streets, being the Eastern half of

lot 445.

-ALSO-

House and Lot adjoining do

ALSO

WATER LOTS, Victoria Harbor, Nos.

1280 and 1281, equal to four Town

Lots in size and near the residence of

Capt Raymur, James Bay.

ALSO

S Lots in Victoria West

AND

Esquimalt Town Lots 23, 24 and 40,

section XXIII, near the Church prop-

erty.

Acts of Sale at buyer's expense.

LUMLEY FRANKLIN,

Auctioneer.

V. R.

GEROW & JOHNSON'S

BRITISH COLUMBIA

Express & Stage Line

CARRYING HER MAJESTY'S MAIL,

will leave Yale on or about the 4th March next for

CARIBOO AND WAY STATIONS.

Once a fortnight during March, and weekly thereafter

EXPRESS MATTER of all kinds forwarded

with regularity and at CHEAPEST RATES than

by any other line.

Passengers Carried at Greatly

Reduced Rates.

-AGENTS-

G. C. GEROW, Victoria—Office Government street, b

etween the Post Office and Custom House

J. T. SCOTT, New Westminster.

G. C. SAWYERS, Yale.

Victoria, B. C., Feb. 8th, 1871. 1414 4th & 5th

DOMINION HOUSE.

Government street bet. Courtenay and

Broughton,

VICTORIA, VANCOUVER ISLAND.

THIS DELIGHTFULLY SITUATED

house commands a fine view of the harbor and sur-

rounding scenery, and is especially arranged for the ac-

commodation of Travelers and Families.

The table is supplied with the best that can be obtained

in the market.

TERMS—Board and Lodging per week, \$6. Board and

Lodging per day, \$1.

THOMAS SMITH, PROPRIETOR.

N.B.—Rooms to let with or without board. 1414 5th

HAY

DELIVERED IN VICTORIA—\$20 PER

2000 lbs;

Delivered at Esquimalt—\$25 per 2000 lbs.

TERMS CASH. J. D. PEMBERTON;

1414 1st

Dalby, Wilson & Co,

St Nicholas Buildings Government St.

MANUFACTURERS OF

SADDLERY, HARNESS

TRUNKS, VALISES &

LEATHER OF EVERY DESCRIPTION,

HAVE RECEIVED EX PACIFIC FROM

extended stock consisting of Belting and Driving Whips,

Horse Clothing, Saddle Cloth, Breaking Bits, Stirrup

Leather, Girths, &c., &c.

It will be plainly seen from the above that an offer

kindly meant has been construed into an attempt at bri-

New Advertisements.

LOWE, STAHLSCHMIDT & CO,
COMMISSION MERCHANTS,
Offer for Sale the following Goods,
IN BOND OR DUTY PAID.

BRANDY—Hennessy in bulk

RUM—Jamaica in bulk, 30 O. P.

WHISKY—Jameson's Irish, in 4-casks,

25 O. P.

Jameson's Irish, in case

WHISKY—Scotch Camlachie, in 4-casks

do do in case

GIN—Swaine, Boord & Co's Old Tom,

in case

Geneva, red and green case

SHERRY—Amontillado, in 4-cks, choice

Superior Pale, various qualities

CLARET—Chateau Plagnac, J A Bon-

neron, in case

FLOUR—Oregon, Standard, Imperial &

other brands, Graham, Mid-

dlings, Chop Feed, &c.

SUGAR—Sandwich Islands, various

grades

TEA—Souchoing and Challenge

OATMEAL—Canadian, in barrels—first

arrival

LIME JUICE—In bulk

RAISINS—John Clemmens & Sons, boxes

in layers

STEEL—Sybry, Searls & Co, Sheffield,

Cast and Double Shear, ar-

sorted sizes

TWINE—Shop, Seine, Fishing Lines,

etc., etc.

GUNPOWDER—Curtis's & Harvey's

PAPER—Oregon, Straw, Printing

PRINTING INK—

DRY GOODS—Merino Shirts and Pants

Neckties,

Scarfs,

Linens Drills,

Youth's Cotton Half Hese,

Linen Handkerchiefs,

Hickory Shirts

do Stripes, in Piece

Etc. Etc. Etc.

No. 4 Commercial Row, Wharf street,

VICTORIA, B. C.

THE

UNION INSURANCE

COMPANY

of San Francisco

M A R I N E.

Individual Liability, Capital Stock \$750,000

For Insuring Merchandise, Treasure, Commissions, Profits, &c.

For Information, Rates of Premium, &c. Apply to

Lowe, Stahl Schmidt & Co,

AGENTS, WHARF STREET.

K. MCKENZIE'S

Craigflower Bakery,

CABIN BREAD,

PILOT BREAD,

NAVY BREAD,

SODA CRACKERS,

&c., &c. &c.

All kinds of the above baked to order

and packed as required

Always on hand, for sale in lots to suit by

LOWE, STAHLSCHMIDT & CO.,

Agents.

KIRKMAN'S PIANOS.

EX "ADA," FROM LONDON,

For sale by

LOWE, STAHLSCHMIDT & CO.

Agents.

SADDLERY

HENRY BRACE & CO. (LIMITED),

Of Walsall, Staffordshire,

GREAT BRITAIN.

WHOLESALE SADDLERS' IRONMONGERS

Manufacturers of all kinds of Harness,

Whips and Horse Appointments.

Orders for the above will be filled on fa-

vorable terms by

LOWE, STAHLSCHMIDT & CO.,

Agents.

Shipping.

FOR VICTORIA.

"THE EAST SAILING BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

For particulars apply to

PICKETT & HARRISON,

Or

G. T. MILLARD,

Victoria

NOTICE.

HUDSON'S BAY COMPANY'S BARK

"AVAL," Capt Davis, will positively sail from

San Francisco for Victoria on the 20th of Feb-

ruary.

Legislative Council.

TUESDAY, Feb 14, 1871.

Council met at 1:30 p.m. Present—The hon Speaker, hon Attorney-General, hon Dr Carrall, hon Dr Helmecken, Mr Humphreys, Mr Alston, Mr Skinner, Mr Nathan, Mr Nelson, Mr Cornwall, Mr Pemberton, Mr DeCosmos, hon Collector of Customs and Mr Bunsler.

Minutes of the last meeting read and confirmed.

PETITIONS.

Hon Dr Carrall presented several yards of a petition, signed by something like one thousand residents of the Mainland, praying for the passage of the Thomson Road Steamer Bill.

Mr Cornwall presented a petition signed by 43 residents of Yale praying that the Government would not grant a special privilege to any company to the use of the public roads of the Colony.

Mr DeCosmos presented a petition signed by merchants of Victoria to allow any one to put steamers on the roads of British Columbia.

Mr DeCosmos presented a petition from the Agent of the Lane & Kirtz Company, Jerome Harper and Thaddeus Harper, stating that they were prepared to put steamers on the roads within a reasonable time.

NOTICES.

Hon Dr Carrall gave notice that he should move at the next meeting of the Council:

That the Revenue Ordinance of 1868 may be so amended as to levy the following tax upon animals grazing on the Crown lands of the Mainland of British Columbia: Any person or firm having more than 250 head of black cattle grazing upon the public lands of the said Mainland shall pay an annual tax of \$1.50 in respect of every animal in excess of 250.

Any person or firm having any greater number of sheep than 300 grazing upon the public lands of the said Mainland of B.C. shall pay an annual tax of 50 cents in respect of every sheep in excess of 300.

ROAD STEAMER BILL.

On a motion to read the road steamers' bill a second time, Mr Humphreys moved that the second reading be postponed until the petition now before the Council had been printed—that the debate be postponed until Tuesday next.

Lost—Humphreys and DeCosmos only in favor.

Hon Dr Helmecken said that in voting for the second reading of the bill he did not support every clause.

He saw no objection to the running of the steamers and that was the reason he voted for the second reading. Amendments might be introduced in committee.

Mr DeCosmos asked if the intention in committee was to alter this private bill to a general bill.

Hon Dr Helmecken said such a general bill could not be passed during the present session.

The hon Attorney-General had too much work on hand now, and the session would be spent out to six months.

Hon Attorney-General said that if the bill was committed, with the amendments, that would be acceptable to the Government (which he had previously stated) it would be open to amendment.

The bill with the amendments proposed by the Government engraved upon it, would be a reasonable one. He had given the petition due consideration and he would introduce the bill as amended.

Mr DeCosmos rose to ask how the notice of an intention to ask for an exclusive right was put up at Cariboo.

Hon Dr Carrall referred the hon gentleman to THE COLONIST, and went on to say that if the oxen and mule teams were run off the road the oxen would make good beef, the wagons would be used to draw loads elsewhere, and the mules would pack where wagons cannot go.

The destruction of vested interests pictured by the member for Lillooet was not new. Unprogressive minds to every generation and age prophesied evil at every innovation, but still the world went on and prospered.

High freights were the clog to the progress of the interior, and the road steamers would secure low freights. All the petitions before the Council were signed with the understanding that some exclusive right would be asked. Some 8 or 10 of the signers at Cariboo recanted—they did report themselves of the foul deed—and their names were taken off.

Mr DeCosmos said a notice was put up when it was too late to get all their names off.

Hon Dr Carrall repeated that all the signers knew some protection would be asked for. The other day the House was told that nobody in Lillooet District except men in the employ of Beedy & Barnard had signed the petition.

Mr Humphreys—Not with the understanding that there was to be a monopoly. I'll sign the petition myself if there is to be no monopoly.

Hon Dr Carrall had understood the remarks of the hon gentleman to be directed against road steamers.

While Harper Bros were asleep one of these gentlemen were wide awake crossing the Atlantic and traversing Great Britain to ascertain the value of these machines. The invention was a novel and useful one—the whole colony asked for the machines, and he asked the Council to pass the bill to a second reading.

Mr Pemberton said that gathered from the remarks of the hon member for Lillooet that there was likely to be a disturbance in the upper country should the bill pass. If a disturbance did result the authorities would be enabled to speedily send a sufficient force by the road steamers to put it down.

Mr DeCosmos said he would favor the bill if the monopoly clause were struck out. He was informed that a gentleman had gone by the last steamer to buy up steamers in San Francisco to run on the Cariboo road; and that he was prepared to give bonds to do so at once if a general bill was passed. If this bill were passed the people would send a mammoth petition to the Queen not to sign it.

Mr Humphreys rose to speak, but having taken part in the previous debate on the same bill, he was called to order.

Mr DeCosmos rose to protest against the rule which he thought unfair.

Hon Dr Carrall called the hon gentleman to order.

Hon Speaker said that it could not be unfair to put in force rules which the House itself had made.

Mr Alston said he was in favor of the bill as it originally stood, still more was he in favor of it now. He had agitated the subject a year ago without success and as Messrs Beedy & Barnard had had the enterprise to introduce the machines he thought they were

entitled to consideration. The introduction of a beneficial machine was entitled to protection as well as the inventor.

Mr Bunsler had been in favor of the bill when it was first introduced, but in consequence of the opposition he would now move that a bill be brought in to allow any person to run road steamers on the Yale-Lillooet road.

Mr Humphreys seconded and in the course of a long speech maintained that it was not in the interest of the colony that such a bill should be passed. He claimed that Beedy & Barnard would not only monopolize the carrying trade but they would also control the merchandise traffic. It would be giving over the whole country to the firm. There was never such a monopoly heard of on this earth.

He was told that there were two of these steamers on board a vessel now in this harbor. He challenged any person to say that a single petition had been signed that had for its object the giving to this firm of a monopoly; and if the monopoly were given there would be such a disturbance on the mainland that it might result in bloodshed. These teamsters and farmers had worked hard to get a little property together for the support of themselves and families, and the passage of this bill would ruin them. If Beedy & Barnard secured a monopoly for one month or one year many people would be ruined. The hon member proceeded at some length to picture the state of misery and anarchy to which the country would be reduced. His reading was not extensive, but he had never read of such a thing as this.

Hon Dr Carrall commended the enterprise, energy and pluck of Messrs Beedy & Barnard, and said he believed that no such misery and ruin as had been pictured by the member for Lillooet would result from the introduction of these road steamers. By that picture he was reminded of the Destruction of Jerusalem (laughter). He earnestly thought the results would be as bad to the upper country from the running of the road steamers; but there was no telling, since the world had just witnessed the knocking of the Empire of France into a cocked hat in seven months (a laugh). The hon member's picture reminded him of a steel plate engraving from which many copies had been struck and the fine lines of which had disappeared. Two road steamers were already bare, and should this bill fail to pass, would be sent elsewhere. The hon member for Lillooet had not been extensive; or he would not have declared quite so positively that no bill of this kind was ever heard of before on the face of this earth—when, in this very colony, 5 years ago, the exclusive right to introduce and run traction-engines over the Cariboo roads was given to a firm (laughter). If people along the road could not sell out to Beedy & Barnard's steamers, how could they sell them to any other steamer? Would their prosperity be greater or less were there two or a dozen firms running the machines? If these machines would cheapen freight and lessen the price of the necessities of life at the mines, he was of opinion that the main objects would be accomplished. Freight for Cariboo was rarely taken at 8 cents per pound, and at that figure only when it suited the convenience of teamsters—13 cents he believed to be the average. This firm would be bound to take freight at 8 cents. Under this bill they could not charge more. Throw out the bill and they might charge what they liked. (Hear, hear.) Backed up by the petitions from Cariboo and the interior he stood up in support of the road steamers. If Beedy & Barnard were put under bonds to repair the roads and bridges, and not to raise the rates of freight above 8 cents what more, in reason, could be asked? Others now sought to reap the advantages which this enterprising firm had sowed. It would not be fair to allow them to do so.

Mr DeCosmos rose to ask how the notice of an intention to ask for an exclusive right was put up at Cariboo.

Hon Dr Carrall referred the hon gentleman to THE COLONIST, and went on to say that if the oxen and mule teams were run off the road the oxen would make good beef, the wagons would be used to draw loads elsewhere, and the mules would pack where wagons cannot go.

The destruction of vested interests pictured by the member for Lillooet was not new. Unprogressive minds to every generation and age prophesied evil at every innovation, but still the world went on and prospered.

High freights were the clog to the progress of the interior, and the road steamers would secure low freights. All the petitions before the Council were signed with the understanding that some exclusive right would be asked. Some 8 or 10 of the signers at Cariboo recanted—they did report themselves of the foul deed—and their names were taken off.

Mr DeCosmos said a notice was put up when it was too late to get all their names off.

Hon Dr Carrall repeated that all the signers knew some protection would be asked for. The other day the House was told that nobody in Lillooet District except men in the employ of Beedy & Barnard had signed the petition.

Mr Humphreys—Not with the understanding that there was to be a monopoly. I'll sign the petition myself if there is to be no monopoly.

Hon Dr Carrall had understood the remarks of the hon gentleman to be directed against road steamers.

While Harper Bros were asleep one of these gentlemen were wide awake crossing the Atlantic and traversing Great Britain to ascertain the value of these machines. The invention was a novel and useful one—the whole colony asked for the machines, and he asked the Council to pass the bill to a second reading.

Mr Pemberton said that gathered from the remarks of the hon member for Lillooet that there was likely to be a disturbance in the upper country should the bill pass. If a disturbance did result the authorities would be enabled to speedily send a sufficient force by the road steamers to put it down.

Mr DeCosmos said he would favor the bill if the monopoly clause were struck out. He was informed that a gentleman had gone by the last steamer to buy up steamers in San Francisco to run on the Cariboo road; and that he was prepared to give bonds to do so at once if a general bill was passed. If this bill were passed the people would send a mammoth petition to the Queen not to sign it.

Mr Humphreys rose to speak, but having taken part in the previous debate on the same bill, he was called to order.

Mr DeCosmos rose to protest against the rule which he thought unfair.

Hon Dr Carrall called the hon gentleman to order.

Hon Speaker said that it could not be unfair to put in force rules which the House itself had made.

Mr Alston said he was in favor of the bill as it originally stood, still more was he in favor of it now. He had agitated the subject a year ago without success and as Messrs Beedy & Barnard had had the enterprise to introduce the machines he thought they were

entitled to consideration. The introduction of a beneficial machine was entitled to protection as well as the inventor.

Mr Bunsler had been in favor of the bill when it was first introduced, but in consequence of the opposition he would now move that a bill be brought in to allow any person to run road steamers on the Yale-Lillooet road.

Mr Humphreys seconded and in the course of a long speech maintained that it was not in the interest of the colony that such a bill should be passed. He claimed that Beedy & Barnard would not only monopolize the carrying trade but they would also control the merchandise traffic. It would be giving over the whole country to the firm. There was never such a monopoly heard of on this earth.

He was told that there were two of these steamers on board a vessel now in this harbor. He challenged any person to say that a single petition had been signed that had for its object the giving to this firm of a monopoly; and if the monopoly were given there would be such a disturbance on the mainland that it might result in bloodshed. These teamsters and farmers had worked hard to get a little property together for the support of themselves and families, and the passage of this bill would ruin them. If Beedy & Barnard secured a monopoly for one month or one year many people would be ruined. The hon member proceeded at some length to picture the state of misery and anarchy to which the country would be reduced. His reading was not extensive, but he had never read of such a thing as this.

Hon Dr Carrall commended the enterprise, energy and pluck of Messrs Beedy & Barnard, and said he believed that no such misery and ruin as had been pictured by the member for Lillooet would result from the introduction of these road steamers. By that picture he was reminded of the Destruction of Jerusalem (laughter). He earnestly thought the results would be as bad to the upper country from the running of the road steamers; but there was no telling, since the world had just witnessed the knocking of the Empire of France into a cocked hat in seven months (a laugh). The hon member's picture reminded him of a steel plate engraving from which many copies had been struck and the fine lines of which had disappeared. Two road steamers were already bare, and should this bill fail to pass, would be sent elsewhere. The hon member for Lillooet had not been extensive; or he would not have declared quite so positively that no bill of this kind was ever heard of before on the face of this earth—when, in this very colony, 5 years ago, the exclusive right to introduce and run traction-engines over the Cariboo roads was given to a firm (laughter). If people along the road could not sell out to Beedy & Barnard's steamers, how could they sell them to any other steamer? Would their prosperity be greater or less were there two or a dozen firms running the machines? If these machines would cheapen freight and lessen the price of the necessities of life at the mines, he was of opinion that the main objects would be accomplished. Freight for Cariboo was rarely taken at 8 cents per pound, and at that figure only when it suited the convenience of teamsters—13 cents he believed to be the average. This firm would be bound to take freight at 8 cents. Under this bill they could not charge more. Throw out the bill and they might charge what they liked. (Hear, hear.) Backed up by the petitions from Cariboo and the interior he stood up in support of the road steamers. If Beedy & Barnard were put under bonds to repair the roads and bridges, and not to raise the rates of freight above 8 cents what more, in reason, could be asked? Others now sought to reap the advantages which this enterprising firm had sowed. It would not be fair to allow them to do so.

Mr DeCosmos rose to ask how the notice of an intention to ask for an exclusive right was put up at Cariboo.

Hon Dr Carrall referred the hon gentleman to THE COLONIST, and went on to say that if the oxen and mule teams were run off the road the oxen would make good beef, the wagons would be used to draw loads elsewhere, and the mules would pack where wagons cannot go.

The destruction of vested interests pictured by the member for Lillooet was not new. Unprogressive minds to every generation and age prophesied evil at every innovation, but still the world went on and prospered.

High freights were the clog to the progress of the interior, and the road steamers would secure low freights. All the petitions before the Council were signed with the understanding that some exclusive right would be asked. Some 8 or 10 of the signers at Cariboo recanted—they did report themselves of the foul deed—and their names were taken off.

Mr DeCosmos said a notice was put up when it was too late to get all their names off.

Hon Dr Carrall repeated that all the signers knew some protection would be asked for. The other day the House was told that nobody in Lillooet District except men in the employ of Beedy & Barnard had signed the petition.

Mr Humphreys—Not with the understanding that there was to be a monopoly. I'll sign the petition myself if there is to be no monopoly.

Hon Dr Carrall had understood the remarks of the hon gentleman to be directed against road steamers.

While Harper Bros were asleep one of these gentlemen were wide awake crossing the Atlantic and traversing Great Britain to ascertain the value of these machines. The invention was a novel and useful one—the whole colony asked for the machines, and he asked the Council to pass the bill to a second reading.

Mr Pemberton said that gathered from the remarks of the hon member for Lillooet that there was likely to be a disturbance in the upper country should the bill pass. If a disturbance did result the authorities would be enabled to speedily send a sufficient force by the road steamers to put it down.

Mr DeCosmos said he would favor the bill if the monopoly clause were struck out. He was informed that a gentleman had gone by the last steamer to buy up steamers in San Francisco to run on the Cariboo road; and that he was prepared to give bonds to do so at once if a general bill was passed. If this bill were passed the people would send a mammoth petition to the Queen not to sign it.

Mr Humphreys rose to speak, but having taken part in the previous debate on the same bill, he was called to order.

Mr DeCosmos rose to protest against the rule which he thought unfair.

Hon Dr Carrall called the hon gentleman to order.

Hon Speaker said that it could not be unfair to put in force rules which the House itself had made.

Mr Alston said he was in favor of the bill as it originally stood, still more was he in favor of it now. He had agitated the subject a year ago without success and as Messrs Beedy & Barnard had had the enterprise to introduce the machines he thought they were

entitled to consideration. The introduction of a beneficial machine was entitled to protection as well as the inventor.

Mr Bunsler had been in favor of the bill when it was first introduced, but in consequence of the opposition he would now move that a bill be brought in to allow any person to run road steamers on the Yale-Lillooet road.

Mr Humphreys seconded and in the course of a long speech maintained that it was not in the interest of the colony that such a bill should be passed. He claimed that Beedy & Barnard would not only monopolize the carrying trade but they would also control the merchandise traffic. It would be giving over the whole country to the firm. There was never such a monopoly heard of on this earth.

He was told that there were two of these steamers on board a vessel now in this harbor. He challenged any person to say that a single petition had been signed that had for its object the giving to this firm of a monopoly; and if the monopoly were given there would be such a disturbance on the mainland that it might result in bloodshed. These teamsters and farmers had worked hard to get a little property together for the support of themselves and families, and the passage of this bill would ruin them. If Beedy & Barnard secured a monopoly for one month or one year many people would be ruined. The hon member proceeded at some length to picture the state of misery and anarchy to which the country would be reduced. His reading was not extensive, but he had never read of such a thing as this.

Hon Dr Carrall commended the enterprise, energy and pluck of Messrs Beedy & Barnard, and said he believed that no such misery and ruin as had been pictured by the member for Lillooet would result from the introduction of these road steamers. By that picture he was reminded of the Destruction of Jerusalem (laughter). He earnestly thought the results would be as bad to the upper country from the running of the road steamers; but there was no telling, since the world had just witnessed the knocking of the Empire of France into a cocked hat in seven months (a laugh). The hon member's picture reminded him of a steel plate engraving from which many copies had been struck and the fine lines of which had disappeared. Two road steamers were already bare, and should this bill fail to pass, would be sent elsewhere. The hon member for Lillooet had not been extensive; or he would not have declared quite so positively that no bill of this kind was ever heard of before on the face of this earth—when, in this very colony, 5 years ago, the exclusive right to introduce and run traction-engines over the Cariboo roads was given to a firm (laughter). If people along the road could not sell out to Beedy & Barnard's steamers, how could they sell them to any other steamer? Would their prosperity be greater or less were there two or a dozen firms running the machines? If these machines would cheapen freight and lessen the price of the necessities of life at the mines, he was of opinion that the main objects would be accomplished. Freight for Cariboo was rarely taken at 8 cents per pound, and at that figure only when it suited the convenience of teamsters—13 cents he believed to be the average. This firm would be bound to take freight at 8 cents. Under this bill they could not charge more. Throw out the bill and they might charge what they liked. (Hear, hear.) Backed up by the petitions from Cariboo and the interior he stood up in support of the road steamers. If Beedy & Barnard were put under bonds to repair the roads and bridges, and not to raise the rates of freight above 8 cents what more, in reason, could be asked? Others now sought to reap the advantages which this enterprising firm had sowed. It would not be fair to allow them to do so.

Mr DeCosmos rose to ask how the notice of an intention to ask for an exclusive right was put up at Cariboo.

Hon Dr Carrall referred the hon gentleman to THE COLONIST, and went on to say that if the oxen and mule teams were run off the road the oxen would make good beef, the wagons would be used to draw loads elsewhere, and the mules would pack where wagons cannot go.

The destruction of vested interests pictured by the member for Lillooet was not new. Unprogressive minds to every generation and age prophesied evil at every innovation, but still the world went on and prospered.

High freights were the clog to the progress of the interior, and the road steamers would secure low freights. All the petitions before the Council were signed with the understanding that some exclusive right would be asked. Some 8 or 10 of the signers at Cariboo recanted—they did report themselves of the foul deed—and their names were taken off.

Mr DeCosmos said a notice was put up when it was too late to get all their names off.

Hon Dr Carrall repeated that all the signers knew some protection would be asked for. The other day the House was told that nobody in Lillooet District except men in the employ of Beedy & Barnard had signed the petition.

Mr Humphreys—Not with the understanding that there was to be a monopoly. I'll sign the petition myself if there is to be no monopoly.

Hon Dr Carrall had understood the remarks of the hon gentleman to be directed against road steamers.

While Harper Bros were asleep one of these gentlemen were wide awake crossing the Atlantic and traversing Great Britain to ascertain the value of these machines. The invention was a novel and useful one—the whole colony asked for the machines, and he asked the Council to pass the bill to a second reading.

Mr Pemberton said that gathered from the remarks of the hon member for Lillooet that there was likely to be a disturbance in the upper country should the bill pass. If a disturbance did result the authorities would be enabled to speedily send a sufficient force by the road steamers to put it down.

Mr DeCosmos said he would favor the bill if the monopoly clause were struck out. He was informed that a gentleman had gone by the last steamer to buy up steamers in San Francisco to run on the Cariboo road; and that he was prepared to give bonds to do so at once if a general bill was passed. If this bill were passed the people would send a mammoth petition to the Queen not to sign it.

Mr Humphreys rose to speak, but having taken part in the previous debate on the same bill, he was called to order.

Mr DeCosmos rose to protest against the rule which he thought unfair.

Hon Dr Carrall called the hon gentleman to order.

Hon Speaker said that it could not be unfair to put in force rules which the House itself had made.

Mr Alston said he was in favor of the bill as it originally stood, still more was he in favor of it now. He had agitated the subject a year ago without success and as Messrs Beedy & Barnard had had the enterprise to introduce the machines he thought they were

entitled to consideration. The introduction of a beneficial machine was entitled to protection as well as the inventor.

Mr Bunsler had been in favor of the bill when it was first introduced, but in consequence of the opposition he would now move that a bill be brought in to allow any person to run road steamers on the Yale-Lillooet road.

Mr Humphreys seconded and in the course of a long speech maintained that it was not in the interest of the colony that such a bill should be passed. He claimed that Beedy & Barnard would not only monopolize the carrying trade but they would also control the merchandise traffic. It would be giving over the whole country to the firm. There was never such a monopoly heard of on this earth.

He was told that there were two of these steamers on board a vessel now in this harbor. He challenged any person to say that a single petition had been signed that had for its object the giving to this firm of a monopoly; and if the monopoly were given there would be such a disturbance on the mainland that it might result in bloodshed. These teamsters and farmers had worked hard to get a little property together for the support of themselves and families, and the passage of this bill would ruin them. If Beedy & Barnard secured a monopoly for one month or one year many people would be ruined. The hon member proceeded at some length to picture the state of misery and anarchy to which the country would be reduced. His reading was not extensive, but he had never read of such a thing as this.

Hon Dr Carrall commended the enterprise, energy and pluck of Messrs Beedy & Barnard, and said he believed that no such misery and ruin as had been pictured by the member for Lillooet would result from the introduction of these road steamers. By that picture he was reminded of the Destruction of Jerusalem (laughter). He earnestly thought the results would be as bad to the upper country from the running of the road steamers; but there was no telling, since the world had just witnessed the knocking of the Empire of France into a cocked hat in seven months (a laugh). The hon member's picture reminded him of a steel plate engraving from which many copies had been struck and the fine lines of which had disappeared. Two road steamers were already bare, and should this bill fail to pass, would be sent elsewhere. The hon member for Lillooet had not been extensive; or he would not have declared quite so positively that no bill of this kind was ever heard of before on the face of this earth—when, in this very colony, 5 years ago, the exclusive right to introduce and run traction-engines over the Cariboo roads was given to a firm (laughter). If people along the road could not sell out to Beedy & Barnard's steamers, how could they sell them to any other steamer? Would their prosperity be greater or less were there two or a dozen firms running the machines? If these machines would cheapen freight and lessen the price of the necessities of life at the mines, he was of opinion that the main objects would be accomplished. Freight for Cariboo was rarely taken at 8 cents per pound, and at that figure only when it suited the convenience of teamsters—13 cents he believed to be the average. This firm would be bound to take freight at 8 cents. Under this bill they could not charge more. Throw out the bill and they might charge what they liked. (Hear, hear.) Backed up by the petitions from Cariboo and the interior he stood up in support of the road steamers. If Beedy & Barnard were put under bonds to repair the roads and bridges, and not to raise the rates of freight above 8 cents what more, in reason, could be asked? Others now sought to reap the advantages which this enterprising firm had sowed. It would not be fair to allow them to do so.

Mr DeCosmos rose to ask how the notice of an intention to ask for an exclusive right was put up at Cariboo.

Hon Dr Carrall referred the hon gentleman to THE COLONIST, and went on to say that if the oxen and mule teams were run off the road the oxen would make good beef, the wagons would be used to draw loads elsewhere, and the mules would pack where wagons cannot go.

The destruction of vested interests pictured by the member for Lillooet was not new. Unprogressive minds to every generation and age prophesied evil at every innovation, but still the world went on and prospered.

High freights were the clog to the progress of the interior, and the road steamers would secure low freights. All the petitions before the Council were signed with the understanding that some exclusive right would be asked. Some 8 or 10 of the signers at Cariboo recanted—they did report themselves of the foul deed—and their names were taken off.

Mr DeCosmos said a notice was put up when it was too late to get all their names off.

Hon Dr Carrall repeated that all the signers knew some protection would be asked for. The other day the House was told that nobody in Lillooet District except men in the employ of Beedy & Barnard had signed the petition.

Mr Humphreys—Not with the understanding that there was to be a monopoly. I'll sign the petition myself if there is to be no monopoly.

Hon Dr Carrall had understood the remarks of the hon gentleman to be directed against road steamers.

While Harper Bros were asleep one of these gentlemen were wide awake crossing the Atlantic and traversing Great Britain to ascertain the value of these machines. The invention was a novel and useful one—the whole colony asked for the machines, and he asked the Council to pass the bill to a second reading.

Mr Pemberton said that gathered from the remarks of the hon member for Lillooet that there was likely to be a disturbance in the upper country should the bill pass. If a disturbance did result the authorities would be enabled to speedily send a sufficient force by the road steamers to put it down.

Mr DeCosmos said he would favor the bill if the monopoly clause were struck out. He was informed that a gentleman had gone by the last steamer to buy up steamers in San Francisco to run on the Cariboo road; and that he was prepared to give bonds to do so at once if a general bill was passed. If this bill were passed the people would send a mammoth petition to the Queen not to sign it.

Mr Humphreys rose to speak, but having taken part in the previous debate on the same bill, he was called to order.

Mr DeCosmos rose to protest against the rule which he thought unfair.

Hon Dr Carrall called the hon gentleman to order.

Hon Speaker said that it could not be unfair to put in force rules which the House itself had made.

Mr Alston said he was in favor of the bill as it originally stood, still more was he in favor of it now. He had agitated the subject a year ago without success and as Messrs Beedy & Barnard had had the enterprise to introduce the machines he thought they were

Auction Sales.
Lumley Franklin,
AUCTIONEER, COMMISSION & REAL ESTATE AGENT.
BEGS TO ANNOUNCE THAT HE HAS taken the Fireproof Brick Building in Yates Street, nearly opposite Messrs. Wells, Fargo & Co.'s Express office. Having had eleven years' experience in the Auction business, he respectfully solicits a renewal of public support.
R. F. Pickett & Co.
AUCTION & COMMISSION MERCHANTS
AND DEALERS IN GENERAL MERCHANDISE.
HAVING TAKEN THE FIRE-PROOF Warehouse, No 102 Yates Street, adjoining the Bank of British North America, would respectfully solicit consignments of Merchandise, Stock, Furniture and Real Estate.
Reference to San Francisco—Pickett & Harrison, 318 Front Street.
VICTORIA.
Steam Saw Mills,
LANGLEY ST, VICTORIA, V.I.
Hayward & Jenkinson,
Contractors & Builders,
HAVING FITTED UP THEIR NEW Establishment with powerful and extensive Machinery are prepared to promptly execute all orders entrusted to their care.
A LARGE SUPPLY OF WELL SEASONED DOORS, 500 PAIRS OF WINDOW SASHES, All sizes from 7x8 to 12x18. Venetian Shutters and Mouldings Of every description on hand at Old Free Port Prices!
THE TRADE LIBERALLY SUPPLIED.
Agent for the Mainland, JAMES CUNNINGHAM, New Westminster.
Fireman's Ball!
A GRAND BALL WILL BE GIVEN BY THE VICTORIA FIRE DEPARTMENT.
ALHAMBRA HALL
ON WEDNESDAY, FEBRUARY 22D,
Dancing to commence at 9 o'clock.
TICKETS \$1.50—Admission a gentleman and ladies—can be had of the Foreman of the Department.
T. GERRARD, Foreman DeLuge Co. No. 1.
J. ORR, Foreman Tiger Co. No. 2.
C. E. BUNNING, Foreman Hook and Ladder Co No 3.
General Committee:
SIMON DECK, Chief Engineer,
FRANK BUCHANAN, Asst. Chief Engineer,
JAMES ORR, Foreman of the Department,
THOMAS GERRARD, Foreman DeLuge Co,
CHAS BUNTING, Foreman Union 1,
ELIAS SIMPSON, 1st Asst. Tiger 2,
CHARLES LOMBARD, 2d Asst. Tiger 2,
John Crowther, 1st Asst. DeLuge 1,
Frank Saunders, 2d Asst. DeLuge 1,
John Vaughan, 1st Asst. Union 1,
Wm. Huxtable, 2d Asst. Union 1.
Of whom Tickets can be had.
VICTORIA GAOL:
SCHEDULED TEN BIDS FOR THE SUPPLY of the undermentioned articles for the use of the Gaol, from the 1st of March to the 1st of December, 1871, are to be sent in to the Clerk of the Police Court (under cover to the Deputy City Clerk) on or before the 21st day of February next, after which no tender will be received. The lowest or any tender not necessarily accepted.
Tea, per lb
Coffee, do
Sugar brown do
Soap, do
Salt, do
Pepper do
Bread, per lb
Beef, do
Vegetables do
Potatoes, do
Coal per ton
H B GOOD, Clerk to S.M.
NOTICE
THE BUSINESS HERETOFORE CARRIED ON by the undersigned at Yale and Parkerville, British Columbia, has been sold to MR CHARLES OPENHEIMER of Yale, to whom all outstanding accounts in respect to the above mentioned business are to be paid.
C. STROUSS.
Victoria, Jan. 31, 1871.
MONEY TO LOAN
AT LOW RATES, ON FIRST CLASS security.
HOUSES TO LET.
TOWN AND COUNTRY PROPERTIES or Sale or to Let.
T. ALLSOP, Agent, Government Street, near Broughton
Sashes and Doors
AT GREATLY REDUCED PRICES
HAVING DISPOSED OF MY SASH & DOOR FACTORY, the stock on hand has been reduced to MR MURRAY'S CARPENTRY SHOP, Yates Street, where it will be disposed of.
AT REDUCED PRICES.
A full assortment of Sashes and Doors at very Low Rates!
W. J. JONES,
Carpenter, Government Street.
Notice of Removal
THOMAS

